SAILING INSTRUCTIONS

SNIPE CLASS INTERNATIONAL RACING ASSOCIATION

Under the patronage of the Star Sailor League (SSL s.a.) and

Sailing Athletes Foundation (SAF)

SSL SNIPE CHALLENGE

Rio de Janeiro, Brazil, November 24-25, 2026 Marina da Gloria

Including change #1 made on 14:15 23/11/2026

Including change #2made on 07:15 24/11/2026

ORGANIZING AUTHORITY:

Iate Clube de Rio de Janeiro, in co-operation with CBVela and the Snipe Class International Racing Association

[NP] denotes a rule that shall not be grounds for protests by a boat. This changes RRS 60.1.

1. RULES

1.1 The regatta is governed by the rules as defined in the *Racing Rules of Sailing* (RRS). Other documents that govern the event under RRS Definition *Rule* (g) are listed in the Notice of Race (NoR), including the SCIRA Rules of Conduct for Conducting National and International Championship Regattas (RoC) and World Sailing RRS Appendix UF SSL Snipe Challenge Version.

1.2 In accordance with NoR 1.9, if there is a conflict between the NoR and the Sailing Instructions (SIs), the SIs will take precedence. This changes RRS 63.5(c).

1.3 If there is a conflict between languages, the English text will take precedence.

2. CHANGES TO SAILING INSTRUCTIONS

2.1 Any change to the sailing instructions will be posted on the Official Notice Board http://www.regras.com.br before 09:00 on the day it will take effect, except that any change to the schedule of races will be posted by 20:00 on the day before it will take effect.

2.2 Any change or amendment to the Sailing Instructions shall be approved by the SCIRA Representative.

3. CODE OF CONDUCT

3.1 [DP] Competitors and support persons shall comply with reasonable requests from race officials.

4. SIGNALS MADE ASHORE

4.1 Signals made ashore will be displayed at the main flagpole at Marina da Glória

4.2 When the “AP” race signal is displayed ashore, ‘1 minute’ is replaced with ‘not less than 40 minutes’ in the race signal “AP”. This changes Race Signals.

5. SCHEDULE OF RACES

5.1 Dates of racing and scheduled times of warning signals:

Date	**Time of Warning Signal**	**Event / Fleet**
Tuesday, Nov 24, 2026	**12:00**	**Qualifying Series –** (Max. 4 races back-to-back)
Wednesday, Nov 25, 2026	**11:00**	**Repechage Race**
Wednesday, Nov 25, 2026	**12:00**	**Final Series –** (Quarter-final, Semi-final, Final)

5.2 On the last day of racing (Wednesday, November 25, 2026), no warning signal will be made after **17:00**.

5.3 **Series Format:** In accordance with NoR 7.6, the regatta shall consist of a Qualifying Series (maximum 4 races plus a Repechage race) and a Final Series (Quarter-final, Semi-final, and Final) for both the Women’s Fleet and the Open Fleet:

- **Qualifying Series:** Maximum 4 races ending Tuesday, November 24. 1st place qualifies directly for the Final; 2nd place qualifies directly for the Semi-final; 3rd through 10th places qualify for the Quarter-final. There will be one discard after 4 races are completed. There will be no discards if 3 or less races were completed.
- **Repechage Race:** 1 race on Wednesday, November 25. The top two (2) finishers qualify for the Quarter-final.

- **Quarter-final:** 1 race (crews ranked 3rd–10th in Qualifying + top 2 from Repechage). Top five (5) qualify for the Semi-final.
- **Semi-final:** 1 race (2nd place from Qualifying + top 5 from Quarter-final). Top three (3) qualify for the Final.
- **Final:** 1 race (1st place from Qualifying + top 3 from Semi-final). The first crew to finish wins the event.

5.4 The Race Committee reserves the right to change the schedule of races and/or the number of races sailed in each stage of the regatta (Qualifying Series, Repechage, Quarter-final, Semi-final, and Final). Any such changes will be communicated to competitors by hail on the water by the Race Committee prior to the warning signal of the affected race. Such changes, or any failure to receive notice on the water, shall not be grounds for a request for redress. This changes RRS 61.1(a).

5.5 Results if a stage cannot be completed:

If a stage of the Final Series is not completed, the final ranking of each fleet shall be determined as follows:

(a) If the Final is not completed, the winner of the Qualifying Series shall be ranked 1st. The other boats qualified for the Final shall be ranked 2nd to 4th in order of their results in the Semi-final.

(b) If the Semi-final is not completed, the boats ranked 1st and 2nd in the Qualifying Series shall be ranked 1st and 2nd. The other boats shall be ranked in order of their results in the Quarter-final.

(c) If the Quarter-final is not completed, the final ranking shall be the ranking of the Qualifying Series not considering the repechage race.

(d) Boats eliminated in a stage shall be ranked behind the boats that qualified for the next stage, in order of their results in the stage in which they were eliminated.

This shall not be grounds for redress. This changes RRS 62.1 and RRS Appendix A.

5.6 There will be a competitor briefing before each day's racing at 10:00 on Nov 24 / 09:30 on Nov 25 at Marina Glória Regatta Village, announced by two horn sound signals.

6. CLASS FLAGS

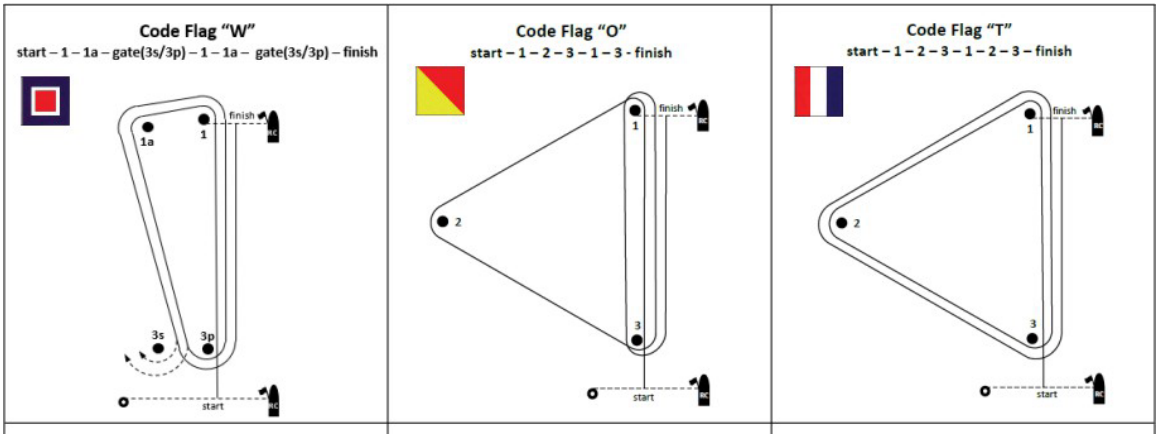
6.1 The official Class Flag for the Open Fleet shall be the Snipe Class flag (a blue Snipe silhouette on a white background).

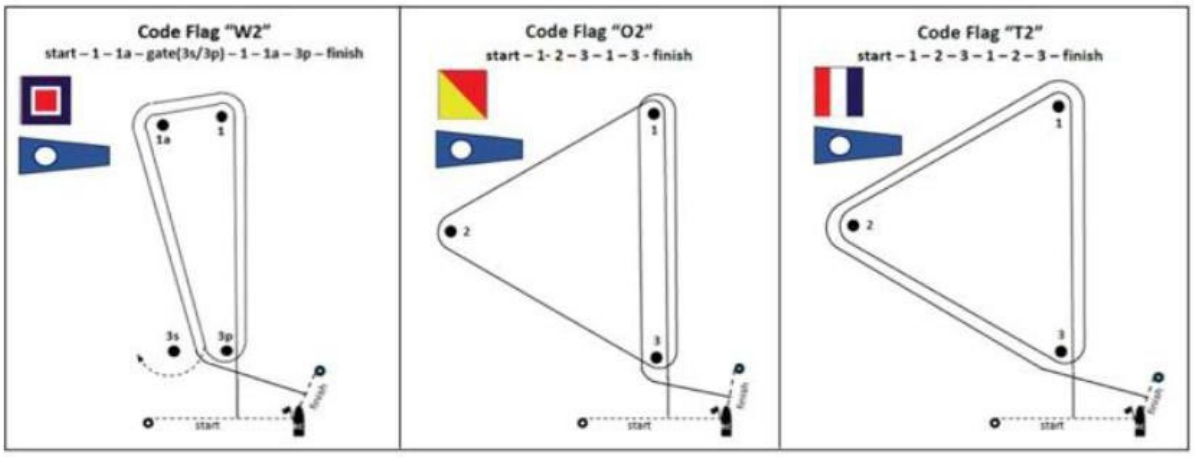
7. RACING AREAS

7.1 The Racing Area location is **Guanabara Bay**, Rio de Janeiro Attachment A shows the designated racing area.

8. THE COURSES

8.1 The diagrams below show the courses, including the approximate angles between legs, the order in which marks are to be passed. All course marks (except gates) shall be left to port.





8.2 The course signal (code flag "W", "T", "O", "W2", "T2" or "O2") shall be hoisted with one sound at least one minute before the warning signal. It will remain displayed for no less than five minutes after the start.

8.3 No later than the warning signal, the Race Committee signal boat may display the approximate compass bearing of the first leg.

8.4 If during a race the wind and/or wave action changes to the point where the selected course would be inadvisable, the Race Committee shall change the course at any mark. A change of the type of course during the race shall be signalled by displaying the new appropriate flag accompanied by repetitive sounds before the leading boat has passed or rounded the mark.

8.5 A persistent wind variation of 20 degrees or more from the posted bearing during the first leg of a race shall be grounds to apply RRS 32.1.

8.6 A persistent variation of 40 degrees or more off the posted bearing during the first lap shall be grounds to apply RRS 32.1. For the purpose of this rule, a lap means the rounding of mark 3 for the first time.

8.7 The number of legs in a race may be reduced (RRS code flag S), provided at least 2 (two) windward legs of the course are completed. This changes RRS 32.2.

8.8 A race shall not be started, or a race in progress shall be abandoned, in accordance with the Rules of Conduct for Conducting National and International Championships (as modified by the NoR). This changes RRS 32.1.

9. MARKS

9.1 Marks 1, 1A, 2, 3, 3s, and 3p will be inflatable cylindrical buoys – orange.

9.2 New marks, as provided in instruction 12.1, will be inflatable buoys – yellow.

9.3 The port-end starting mark will be:

- an inflatable buoy cylindrical white.

9.4 The finishing mark will be:

- Mark 1 for “W”, “O”, and “T” courses;
- an inflatable cylindrical buoys – white. for “W2”, “O2”, and “T2” courses.

9.5 If one of the marks "gate 3s-3p" is not placed, or is not replaced as per RRS 34, the remaining mark shall be left to port. This changes RRS 34.

10. AREAS THAT ARE OBSTRUCTIONS

10.1 The following areas are designated as obstructions:

- Commercial Airport Santos Dumont exclusion area as signalized with yellow buoys.

11. THE START

11.1 The starting line will be between a staff displaying an orange flag on the Race Committee vessel at the starboard end and:

- ~~a) a staff displaying an orange flag on the starting mark as provided in instruction 9.3(a); *(OR)*~~
- a) the course side of the starting mark as provided in instruction 9.3~~(b)~~.

11.2 A boat starting later than **5 minutes** after her starting signal will be scored Did Not Start (DNS) without a hearing. This changes RRS Appendices A4 and A5.

11.3 Not used

11.4 The Race Committee, after the finish of a race and before the warning signal of a subsequent one, will do its best to post on the Race Committee vessel a list of OCS, ZPF, UFD, or BFD boats. Failure to post, or an incomplete or incorrect list, will not be grounds for redress. This changes RRS 61.1(a).

11.5 To alert boats that a race or sequence of races will begin soon, the orange starting line flag will be displayed with one sound at least 5 minutes before a warning signal is made.

12. CHANGE OF THE NEXT LEG OF THE COURSE

12.1 To change the next leg of the course, the Race Committee will lay a new mark (or move the finishing line) and remove the original mark as soon as practicable.

When in a subsequent change a new mark is replaced, it will be replaced by an original mark.

12.2 After the completion of the first windward leg of the race, the remaining legs may be increased or decreased by not more than 30% of the original length. This changes RRS 33.

12.3 If Mark 1 is changed in courses “W” or “W2”, Mark 1A (offset) will no longer be a course mark.

12.4 Any adjustment of any leg of the course while boats are racing, by moving mark(s) up to 010° in bearing and/or 0.1 nm in length, will not be considered a change of course and requirements of RRS 33 will not apply. This changes RRS 33.

13. THE FINISH

13.1 The finish line will be between a staff displaying a blue flag on a Race Committee vessel and the course side of the finishing mark.

13.2 Flag “A” displayed on the Race Committee vessel at the finish means that there will be no more races for the day.

14. TIME LIMITS AND TARGET TIMES

14.1 **Target Time:** In accordance with NoR 10.2, the Race Target Time shall be at the discretion of the Race Committee and may vary from **20 minutes to 75 minutes**. Failure to meet the target time will not be grounds for redress. This changes RoC 6.2 and RRS 61.1(a).

14.2 **First Lap Time Limit:** The time limit for the first boat to complete the first lap is **30 minutes** from the start. If the first boat fails to complete the first lap within 30 minutes, the Race Committee shall abandon the race. For the purpose of this rule, a lap means the rounding of Mark 3 (or passing Gate 3s/3p) for the first time. This changes RRS 32.1.

14.3 **Race Time Limit & Finishing Window:** The time limit for the first boat to sail the course shall be **1 hour and 30 minutes**. Any boat finishing more than **15 minutes** after the first boat finishes, shall be scored Did Not Finish (DNF). This changes RRS 35, A4, and A5.

15. HEARING REQUESTS AND UMPIRED FLEET RACING

15.1 World Sailing **RRS Appendix UF (Umpired Fleet Racing Rules)** applies for repechage race and all final races as stated in NoR 1.5. Specific Appendix UF procedures.

15.2 **Umpire Observation.** In the classificatory races (excluding the repechage race) the following rule applies replacing the Appendix UF.

15.2.1 Umpires may observe the racing and provide advisory umpire signals. If an umpire observes an incident where a boat protests, one of the following signals may be made:

(a) A green and white flag with one long sound means ‘The umpires saw the incident and believe that no rule was broken’.

(b) A red flag with one long sound means ‘The umpires saw the incident and believe that one or more boat has broken a rule’. The umpires will hail or signal each boat identified to have broken a rule.

c) A “J” flag with one long sound means ‘The umpires do not have the facts to make a decision’.

15.2.2 The signals displayed by the umpires are for information only. If a red flag is displayed, any identified boat is not obliged to take the applicable penalty, however if she does not, the Umpire, as part of the protest committee, may protest that boat. If a green and white flag or the “J” flag is displayed, a boat may still protest, or a boat may choose to take the applicable penalty.

15.2.3 If a green and white flag is displayed for an incident, the protest committee will only protest a boat for an incident involving her that may have resulted in injury or serious damage, or if the protest committee learns during the hearing of a valid protest that the boat, although not a party to the hearing, was involved in the incident and may have broken a rule. This changes RRS 60.1 and 60.4(b).

15.2.4 A boat intended to protest or request redress shall inform the RC its intention at the finish line.

15.2.5 The race committee will promptly inform the protest committee and any protested boat about any protests or requests for redress made under rule SI 15.2.4.

15.2.6 Except for a hearing under rule 69.2

(a) Protests and requests for redress need not be in writing.

(b) The protest committee may inform the parties and schedule the hearing in any way it considers appropriate and may communicate this orally.

(c) The protest committee may take evidence and conduct the hearing in any way it considers appropriate and may communicate its decision orally.

(d) Protest Committee decisions that change the score of one or more boats shall be communicated to all boats.

15.2.7 Rule 60.5 is deleted and replaced with: ‘If the protest committee decides that a boat has broken a rule and was not exonerated, it may impose penalties other than disqualification (including imposing no penalty). If a boat has broken a rule when not racing, the protest committee shall decide whether to apply any penalty to the race sailed nearest in time to that of the incident or make some other arrangement.

15.2.8 Rule 63.7(b) is changed to ‘A party to the hearing may not request a reopening.’

15.2.9 Rule 61.4(b)(1) is deleted.

15.2.10 Notices of protests by the Race Committee, Technical Committee or Protest Committee will be informed orally to boats under RRS 60.2(a)(2).

15.2.11 Appendix P (SPECIAL PROCEDURES FOR RULE 42) applies in all races with “umpire observation”.

15.3 Per RRS Appendix N2.2, SCIRA reserves for itself the right and responsibility to decide issues of eligibility, measurement, and equipment. SCIRA may refer any issue to the Jury for advice.

15.4 For the purpose of RRS 63.5(d), the “authority responsible” is the Event Measurer.

15.5 A list of boats penalized for breaking RRS 42, RRS 29.1 (OCS), 30.1 (OCS), 30.2 (ZPF), 30.3 (UFD), 30.4 (BFD), or SI 16.1 and 16.2 will be posted on the Official Notice Board.

16. [NP][DP] SAFETY REGULATIONS

16.1 Before the warning signal of the first race of each day, each boat is required to sail past the stern of the Race Committee boat on starboard tack and verbally check in. When the Race Committee verbally acknowledges a boat’s sail number, the check-in has been officially noted.

16.2 A boat that retires from a race shall notify the Race Committee or an Umpire vessel as soon as possible.

17. REPLACEMENT OF CREW OR EQUIPMENT

17.1 The same crew shall race in all races, except for reasons satisfactory to the Race Committee. Requests for a change of crew shall be submitted in writing to the Race Committee Chairman. Once a crew has been excused, he/she may not return for the balance of the series.

17.2 In accordance with NoR 4., the designated invited helmsperson must be at the helm while racing and can only be replaced after the first race if he/she is obviously incapacitated. If a helmsperson is replaced, the first race shall be the race excluded or scored DNC.

17.3 [DP] Substitution of hull, sails, appendages, and rig will not be allowed unless authorized in writing by the Event Measurer. Requests for substitution shall be made to the committee at the first reasonable opportunity, which may be after the race.

17.4 [NP][DP] When instructed by a race official on the water, a boat shall proceed immediately to a designated area for equipment inspection (NoR 8.4).

18. OFFICIAL AND SUPPORT VESSELS

18.1 Official vessels will be marked as follows:

- **Race Committee Vessels:** White Flag with "CR" in black.
- **Umpire Vessels:** Flag "J"
- **Media / OA Drones:** Authorized OA media vessels/drones will display SSL / Green Flag Media identification> (NoR 1.4 restricts unauthorized drones within 500m of racing areas).

18.2 [NP][DP] **Support Person Vessels (NoR 12):** Support persons shall register at the Regatta Office. Between the preparatory signal and the starting signal, support vessels must remain at least 50 meters below the starting line. After the starting signal, they may follow the fleet only on the starboard side of the course and must stay at least 50 meters from any mark or racing boat.

19. [DP] RADIO COMMUNICATIONS AND ELECTRONICS

19.1 A boat that is racing shall not make voice or data transmissions and shall not receive voice or data communication that is not available to all boats, except in an emergency or when using equipment provided by the Race Committee.

20. [NP][DP] TRASH DISPOSAL

20.1 Trash may be placed aboard support and Official Committee Vessels.

SIGNATURES

Fernando Madureira – Organizing Authority

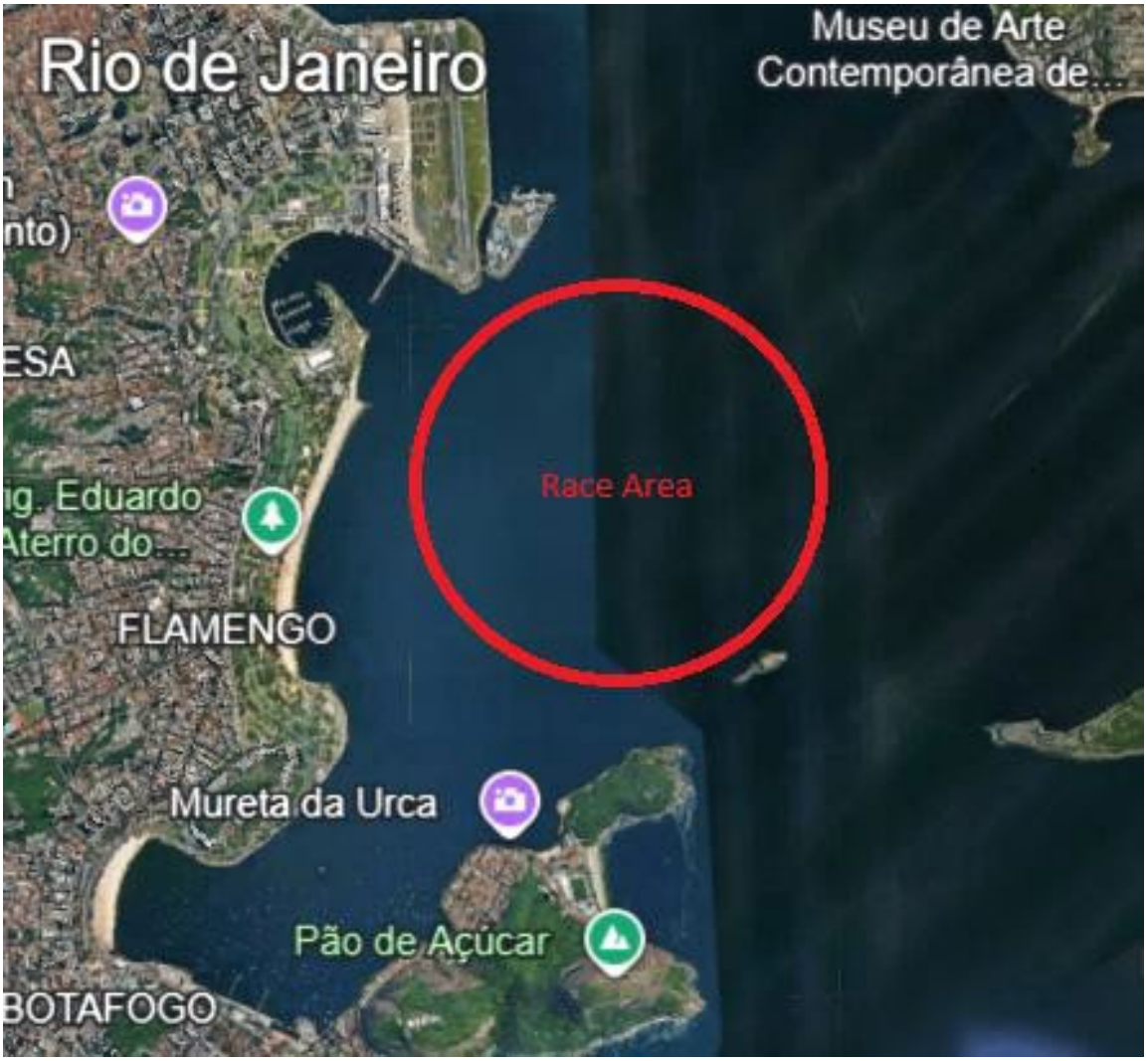
Ricardo Navarro – Principal Race Officer / Race Committee Chairman

Pietro Fantoni – SCIRA Representative

Mario Eugenio Tavares - Event Measurer

Jury and Umpires: Gonazalo Heredia (Chairman), Tatiana Ribeiro, Nevan Baran, Ricardo Lobato and Walter Bodner

ATTACHEMENT A – RACE AREA



APPENDIX UF

UMPIRED FLEET RACING

SSL Snipe Challenge Edition

UF1 CHANGES TO THE DEFINITIONS, THE RULES OF PART 1 AND 2, AND RULE 70

UF1.1 Add to the definition *Proper Course*: 'A boat taking a penalty or manoeuvring to take a penalty is not sailing a *proper course*.'

UF1.2 Add to rule 2: 'When *racing*, a boat need not take a penalty unless signalled to do so by an umpire.'

UF1.3 Add new rule 7 to Part 1:

7 LAST POINT OF CERTAINTY

The umpires will assume that the state of a boat, or her relationship to another boat, has not changed, until they are certain that it has changed.'

UF1.4

14.1 When there is contact that causes damage, or the umpires decide a boat has broken rule 14 and damage resulted, they may, without a hearing, impose a scoring penalty on any boat involved in the incident. The minimum penalty to be applied in such a case is 5 points.

14.3 When there is contact between hulls, the umpires may, without a hearing, impose a scoring penalty of 2 points on a boat that was penalized in the incident. Furthermore, the umpires may also impose a scoring penalty of 1 point on other boats if they consider that these boats contributed to the contact.

UF1.5 When rule 20 applies, the following arm signals are required in addition to the hails:

(a) for '*Room* to tack', repeatedly and clearly pointing to windward; and

(b) for 'You tack', repeatedly and clearly pointing at the other boat and waving the arm to windward.

UF1.6 Rule 70.1 is replaced with: A *party* to a hearing may only appeal a protest committee decision or its procedures, but not the facts found, under rule 69 to the national authority, except when rule 70.3 applies.

UF1.7 Rule 70.2 is deleted.

UF1.8 NOT USED

UF2 CHANGES TO OTHER RULES

UF2.1 Rule 28.2 is changed to:

28 SAILING THE COURSE

28.2. A boat may correct any errors in *sailing the course*, provided she has not rounded the next *mark* or crossed the finishing line to *finish*.

UF3 ON WATER PROTESTS AND PENALTIES

UF3.1 Rule 44.1 is changed to: 'A boat may take a penalty when, in an incident while *racing*, she may have broken one or more of the rules of Part 2 (except rule 14 when she has caused injury or serious damage), rule 31 or rule 42. However,
(a) when a boat may have broken a rule of Part 2 and rule 31 in the same incident, she need not take the penalty for breaking rule 31;
(b) if the boat caused injury or serious damage or, despite taking a penalty, gained a significant advantage in the race or series by her breach her penalty shall be to retire'

UF3.2 A penalty in rule 44.2 is an One-Turn Penalty

UF3.3 On the Water Protests by Boats and Penalties

(a) While *racing*, a boat may protest another boat under a rule of Part 2 (except rule 14) for an incident in which she was involved, under rule 31, or rule 42 by conspicuously displaying a red flag at the first reasonable opportunity for each. She shall remove the flag before, or at the first reasonable opportunity after a boat involved in the incident has taken a penalty voluntarily or after an umpire's decision.

(b) A boat that protests as provided in rule UF3.3(a) is not entitled to a hearing, Instead, a boat involved in the incident may acknowledge breaking a rule by voluntarily taking a penalty. An umpire may penalize any boat that broke a rule and was not exonerated, unless the boat took a penalty voluntarily.

UF3.4 Penalties and Protests Initiated by an Umpire

(a) When a boat

(1) breaks rule 31 and does not take a penalty,

(2) breaks rule 42,

(3) gains an advantage despite taking a penalty,

(4) commits a breach of sportsmanship, or

(5) fails to comply with rule UF3.6,

an umpire may penalize her without a protest by another boat by signalling in accordance with rule UF3.5(b), or UF3.5(c). If a boat is penalized under rule UF3.4(a)(5) for not taking a penalty or taking a penalty incorrectly, the original penalty is cancelled.

(b) An umpire who decides, based on their own observation or a report received from any source, that a boat may have broken a rule, other than rule UF3.6 or

rule 28 or a rule listed in rule UF3.3(a), may inform the protest committee for its action under rule 60.1. However, they will not inform the protest committee of an alleged breach of rule 14 unless there is damage or injury.

(c) When a boat fails to comply with rule UF2.1 (rule 28.2) an umpire shall disqualify her under rule UF3.5(c).

UF3.5 Umpire Signals

An umpire will signal a decision as follows:

(a) A green and white flag with one long sound means 'No penalty.'

(b) A red flag with one long sound means 'a penalty is imposed or remains outstanding.' The umpire will hail or signal to identify each such boat.

(c) A black flag with one long sound means 'A boat is disqualified.' The umpire will hail or signal to identify the boat disqualified.

UF3.6 Imposed Penalties

(a) A boat penalized under rule UF3.5(b) shall take a penalty.

(b) A boat disqualified under rule UF3.5(c) is no longer *racing* and shall promptly leave the course area.

UF4 RACE COMMITTEE ACTIONS

UF4.1 At the finishing line, the race committee will inform the competitors about each boat's finishing place or scoring abbreviation. After this has been done, the race committee will promptly display flag B with one sound. Flag B will be displayed for at least two minutes and then removed with one sound. If the race committee changes the scoring information provided at the finishing line while flag B is displayed, it will display flag L with one sound. Flag B will continue to be displayed for at least two minutes after any changes are made.

UF5 PROTESTS; REQUESTS FOR REDRESS OR REOPENING; APPEALS; OTHER PROCEEDINGS

UF5.1 No proceedings of any kind may be taken in relation to any action or non-action by an umpire.

UF5.2 A boat intending to

(a) protest another boat under a rule other than rule UF3.6 or rule 28, or a rule listed in rule UF3.3(a),

(b) protest another boat under rule 14 if there was contact that caused damage or injury, or

(c) request redress

Does not have to display a red flag or hail protest, and shall inform the race committee in the following way: hail the race committee before or during the display of flag B.

UF5.3 The race committee will promptly inform the protest committee and any protested boat about any protests or requests for redress made under rule UF5.2.

UF5.4 The protest committee may protest a boat under rule 60.1. However, it will not protest a boat for breaking rule UF3.6 or rule 28, a rule listed in rule UF3.3(a), or rule 14 – if there is there is no damage nor injury.

UF5.5 The technical committee will only protest a boat under rule 60.1 when it decides that a boat or personal equipment does not comply with the class rules, rule 50, or the rules in the equipment regulations of the event.

UF5.6 The time limit defined in rule UF5.2 also applies to protests under rule UF5.4 and UF5.5 when such protests are permitted. The protest committee shall extend the time limit if there is good reason to do so.

UF5.7 Hearings

Except for a hearing under rule 69.2

(a) Protests and requests for redress need not be in writing.

(b) The protest committee may inform the parties and schedule the hearing in any way it considers appropriate and may communicate this orally.

(c) The protest committee may take evidence and conduct the hearing in any way it considers appropriate and may communicate its decision orally.

(d) Protest Committee decisions that change the score of one or more boats shall be communicated to all boats.

UF5.8 Rule 60.5 is deleted and replaced with: 'If the protest committee decides that a boat has broken a rule and was not exonerated, it may impose penalties other than disqualification (including imposing no penalty). If a boat has broken a rule when not racing, the protest committee shall decide whether to apply any penalty to the race sailed nearest in time to that of the incident or make some other arrangement.

UF5.9 Rule 63.7(b) is changed to 'A *party* to the hearing may not request a reopening.'

UF5.10 Rule 61.4(b)(1) is deleted.